

GOOD ROADS

Multiple Highways Built.
MARTIN DODGE, Director of Public Road Inquiries, Office, writes as follows in Municipal Journal and En-

fluence of the bicycle automobile has finally created sentiment that is crystallizing into a betterment of the public to an extent that is most gratifying to the good roads enthusiasts. States which have failed to appropriate for the improvement of roads in the past year to the public demand and for them liberal appropriation. The good example of Massachusetts, Connecticut, New Jersey, and other States is bearing the aggregate, including the appropriation made by the Government, millions of dollars have been set aside for the betterment of the roads during this year. It is by no means a laggard, but well in the lead, when all are considered, for she has appropriated \$1,000,000 to be expended for the improvement of the highways during the season.

The good roads train which has been running the South during the last month, was made up at Chicago through the co-operation of the Illinois Central Railroad and several manufacturers of road-making machinery. The train started from Chicago on April 20, equipped with a variety of the best and most modern roadmaking machinery, excavators, roadmakers and engines, arriving in New Orleans on the following week an object lesson, about two miles in length, built in the suburbs of New Orleans, a low plain, formerly submerged, it was desirable to have the roadbed higher than usual above the action of the water, softens the surface of the road; therefore, earth handling machinery was used to advantage. A new Era grader, propelled by animals, was first put upon the road, and earth was transferred from the sides to the centre, at the rate of four cubic yards per minute. The short space of two days undisturbed earth was transformed into a smoothly finished road, over which automobiles could travel with perfect ease.

During the week a State convention was held for two days in pursuance of a proclamation issued by the Governor of Louisiana. Every parish of the State was well represented, there about one thousand delegates in attendance. As a result of this convention a permanent State organization was formed, which will co-operate with the national association, to carry on the work as well begun.

The first of May the train left New Orleans for Natchez, Miss. It remained a week building an object lesson road and holding district convention for two days, the close of which a permanent organization was formed for carrying on the work in that vicinity, and for the purpose of co-operating with the national association, afterward formed at Natchez, Miss., and the national association, formed last November at St. Louis. We had here the hearty cooperation of the city and the county officials, the object lesson road built partly within and partly outside the city of Natchez.

The next stand was at Greenville, where we arrived on May 10. It is in the midst of the famous Delta. The soil is an alluvial deposit, subject to overflow and inundation. A portion of this soil is known as "backshot land," and is extremely difficult to handle and more difficult to retain in the form of a roadbed. It was doubted whether the earth-handling machinery successful in other soils, would be able to handle this peculiar backshot soil, but our efforts were rewarded with success, and we left an object lesson of great value, a firm of smooth, well rounded roads, raised well above the water level. We also had a very successful convention, which terminated with the organization of a permanent association for the improvement of highways.

The train temporarily at this point, and the next stand was made at another at McComb, and from McComb they went to Jackson, Miss., where the great convention was held. At Jackson, Miss., an object lesson road was built, in places. The train probably the face of any assembled in a permanent State.

From Jackson, Miss., the train went to Jackson, Tenn., where a similar program was carried out. The next great stand was at Louisville, Ky., where I again joined the train on June 27. The Governor of Kentucky had issued his proclamation for the State convention to be held here at this time, and continue two days. This was well attended by eminent men from all parts of the State, and was one of the best conventions ever held in the interest of good roads. Governor Beckham was present and delivered an address full of encouragement for the cause and urging the people to industrial activity. A fine object lesson road was produced here just outside the city limits, and a permanent organization formed for the purpose of carrying on the work in connection with the national association.

The train went from Louisville to Hopkinsville and repeated there substantially the same work that had been done in the other places. Owensboro, Ky., was reached July 14, and a most enthusiastic convention was held on the fair grounds in that city. From here we crossed the Ohio River into Southern Illinois, and made a final stand at Effingham. It was expected that the train would move from here to Mattoon, but owing to a disastrous fire in that city, the engagement was cancelled, and the great tour of the good roads train was closed.

THE PRESIDENT ABROAD.

The Idea That He Cannot Visit Foreign Soil is a Mere Superstition.

There is a popular superstition that the President of the United States is inhibited from leaving his country during his term of office, but it is superstition only. The article of the Constitution which relates to the President contains no provision of the sort, and therefore the President is quite free to do precisely as he chooses in this matter.

The reason why no President has ever visited foreign countries until after his retirement has probably been due to the fact that in the early years of the republic, before the invention of the telegraph and before the laying of the Atlantic cable, and also before the development of steamships of great speed, absence from the country would have meant so protracted severance of communication between the executive and the subordinate officers of the Government as to constitute what would have been practically an "inability to discharge the powers and duties" of his office. When it required a month to make the voyage to Europe and when letters and orders could be transmitted only by sailing packets, or, afterward by steamship, it would, of course, have been impossible for the President to visit England without practically abdicating his office and installing the Vice-President in his place. But now, when the time required to pass from New York to Queenstown is but little more than five days, and when immediately upon his landing he would be in telegraphic communication every moment with his Cabinet, there exists no satisfactory reason why he should not feel entirely free to perform a striking act in international courtesy.

It is not, indeed, true, that no President has ever gone beyond the boundaries of his country. President Arthur, during his term of office, went to Florida by sea, and although he did so on a vessel of the navy, and was therefore technically still upon American soil he was, as a matter of fact, shut off from communication with the administrative departments for several days; and President Cleveland also on one occasion, while shooting in the Adirondacks, crossed the Canadian border, and for several hours was, without knowing it, actually upon British territory.

If, indeed, the President of the United States were now to visit Egypt he need never be so remote from Washington in point of facility of communication as was President Monroe when, during the era of good feeling, he left the seat of Government and traveled by canal and coast and carriage to the city of Boston.—The Bookman.

A Burning Question at Bryn Mawr.

"Of course, some of our problems in mathematics are very puzzling," said the Bryn Mawr sophomore, "but there is a far harder question which is in no way connected with our studies. There is an unwritten law in Bryn Mawr that a girl must not walk alone with a professor, and we are all very careful about observing it. There is another rule, also unwritten, that a student must not walk about alone after dark. Now, if a girl is detained unavoidably in the evening, and while walking home meets a professor going her way, which rule is she to break? There have been a great many bitter discussions about that point, and nobody has ever reached a decision."

"Yes," said her friend, sympathetically, "it must be a very troublesome question. But what does a girl generally do when she is caught in such an embarrassing situation?"

"Oh, that," replied the young collegienne, "depends entirely on how well she likes the professor."—New York Times.

Making Artificial Woods.

A process has just been patented for making artificial woods out of pulp so as to imitate such costly kinds as mahogany and rosewood. Indeed, the inventor claims to be able, by the help of his machine, to reproduce the appearance of quartered oak, curly maple, birdseye maple, or practically anything else that grows in the forest, so perfectly as to deceive the trained eye. Obviously such an achievement should be of high commercial value, inasmuch as the more expensive woods are luxuries within reach only of people of means, the rarest of them coming from distant tropical countries.

The process does not reproduce the texture of woods, but merely their appearance. The pulp is thrown upon a cylinder by an air blast projected through a number of pipes, and an irregular distribution of the particles is obtained by various devices, such as varying the intensity of the blast and causing the pipes to vibrate. In this way the knots and grain of the natural woods are said to be counterfeited with surprising success.

Artificial woods of this kind are available for use as veneers, the employment of which is so extensive at the present time. Nearly all of the imported natural woods are sold as veneers. They are cut in extremely thin slices, because they are too costly to be used solidly. Mahogany, rosewood, curly ash, figured birch, satinwood and Circassian walnut are most in demand, and veneers made from them bring from three cents to ten cents a foot. Some veneers are worth twenty cents a foot, though mere shavings, and a single log of a rare wood is sometimes valued at as much as \$2,000.

Doubtless a principal use is expected to be found for the counterfeit mahogany and other woods in the making of furniture.—Philadelphia Post.

Digestibility of Eggs.

According to the investigators of the Department of Agriculture hard-boiled eggs and fried eggs require three and one-half hours for digestion, soft-boiled eggs require three hours, roasted eggs two and one-quarter hours, raw eggs, not whipped, two hours, and raw eggs whipped, one and one-half hours. It has also been established that from 93 to 97 per cent. of an egg that is eaten is digested.

A Chance to Make Money.

I have been selling Perfumes for the past 6 months. I make them myself at home and sell to friends and neighbors. Have made \$710. Every one buys a bottle. For 60c. worth of material I make Perfume that would sell for \$2 in drug stores. I also sold 125 formulas for making perfume at \$1.00 each. I first made it for my own use only, but the curiosity of friends as to where I procured such exquisite odors, prompted me to sell it. I clear from \$25 to \$35 per week. I do not canvass, people come and send to me for the perfumes. Any intelligent person can do as well as I do. For \$20, in stamps I will send you the formula for making all kinds of Perfumes and a sample bottle prepaid. I will also help you get started in the business. MARTHA FRANCIS, No. 11 S. Vandeventer Avenue, St. Louis, Mo.

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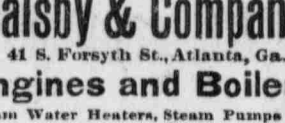
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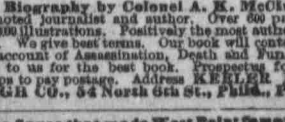
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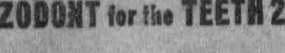
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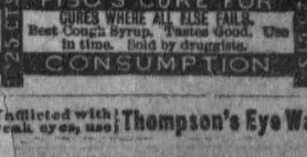


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